

CLASSIFICATION <u>SECRET/CONTROL/US OFFICIALS ONLY</u>		Approved For Release 2006/04/18 : CIA-RDP82-00457R013800030004-6	
COUNTRY <u>Eastern Germany</u>	25X1	REPORT NO.	
TOPIC <u>Werneuchen Airfield</u>			
EVALUATION		BTAINED	25X1
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	13 August 1952
REFERENCES			
PAGES <u>5</u>	ENCLOSURES (NO. & TYPE) <u>1 - sketch on ditto</u>		
REMARKS			
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1. The following observations were made at Werneuchen airfield between 8 and 20 June 1952:
- 8 June. There was no flying at the field.
- 9 June. [redacted] four jet bombers.
- 10 June. No flying was observed throughout the day. Intensive night flying was heard after 11 p.m.
- 11 June. Between 9 a.m. and 1 p.m., individual take-offs were made by jet bombers.
- 12 June. There was no flying throughout the day. Night flying was observed between 10 p.m. until about 4 a.m.
- 14 June. Individual take-offs and landings were made between 10 a.m. and 2 p.m.
- 16 June. [redacted] four aircraft parked at the field.
- 17 June. [redacted] three type-27 jet bombers which were parked on the western edge of the field.
- 19 June. Two jet bombers on the western edge of the field [redacted]
- There was night flying between 11 p.m. to about 4 a.m.
- 20 June. [redacted] six type-27s and [redacted] a type-30 plane. (1)
2. [redacted] building No 59 was occupied by 50 officers and building No 51 by 150 to 175 EM. (2)
3. The following air activity was observed at the field between 17 and 22 June:
- 17 June. Between 5:30 and 11:30 a.m., there was flying by jet bombers at the field.
- 18 June. During the morning, flying was practiced by aircraft which took off individually and assembled in a flight formation in the air. At 8:35 a.m., a twin-engine plane [redacted] took off.
- 21 June. There was flying between 7 and 11:30 a.m.
- 22 June. No flying was practiced in unfavorable weather.
4. Construction work at the field was not yet completed by 27 June. Work still continued on the northern taxiway which was not yet connected with the runway.
5. On 17 June, it was observed that bombs in gray-green crates were shipped on trucks. The bombs, each about 1 meter long, stood in the crates with their tips pointing

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upward. About 6:45 p.m., a shipment of bombs was observed, the pointed sections of which were brighter and seemed to be longer than on the bombs previously observed.

25X1 6.

7.

The following observations were made at the field between 17 June and 4 July:

17 June. At 9 a.m., 42 type-27 and type-30 jet bombers were counted at the field. Between 7:30 a.m. and 4 p.m., there was flying by aircraft including three jet bombers [redacted] 25X1

18 June. Between 7 a.m. and 4 p.m., there was flying by jet bombers [redacted] At 9 a.m., 42 type-27 and type-30 planes were observed at the field. 25X1

19 June. Between 8:30 a.m. and 2 p.m., there was flying by five planes [redacted] and one plane [redacted] Thirty-six jet bombers were counted at the field. 25X1

24 June. Three planes started night flying at 6 p.m.

25 June. In the early morning, night flying still continued. [redacted] 25X1

26 June. There was no flying at the field. 25X1

27 June. Between 7:30 a.m. and 6:10 p.m., there was flying by aircraft [redacted] three planes practiced formation flying between 5 and 6:10 p.m. 25X1

30 June. No flying was observed.

1 July. There was flying by jet bombers throughout the day.

2 July. No flying was observed in the daytime. Jet bombers practiced flying at night.

3 July. Flying started at noon.

4 July. There was flying activity throughout the day. Formations of nine planes were observed. Night flying was practiced without interruptions until the morning of 5 July when it was continued by day flying.

8. Up to 5 July, an area of 86,000 square meters of the northern taxiway was concreted (3) A new order for the construction of splinterproof revetments was placed in late June 1952. Each revetment was to consist of two wooden walls, 1 meter thick and filled with earth. Such a splinterproof revetment was to be built at each hardstand. (4)

25X1 9. At 6 a.m. on 24 June, [redacted] all AA gun emplacements and field fortifications for infantry soldiers were occupied. [redacted] an exercise was being conducted in which the AA guns were involved. The exercise was terminated about 8 a.m. 25X1

10. On 27 June, two dugouts were observed in each of the AA gun emplacements. On 30 June, 6 x 37-mm guns were additionally emplaced in the AA gun emplacement in the northwestern corner of the field. On 3 July, a seventh gun was located nearby. 25X1 However, it appeared that this gun which was equipped with a gun shield and larger wheels than the previously observed guns, did not belong to the emplacement. Its barrel and breech mechanism were canvas-covered. Six trucks with coupling devices were parked about 80 meters from the guns of the latter emplacement. [redacted] 25X1

11. On 7 July, there was no flying at the field. Between 5:45 a.m. and 2 p.m. on 8 July, flying was practiced at the field. Sixteen aircraft were observed flying in formation for 75 minutes. From 6 p.m. on 8 July to 4 p.m. on 9 July, there was local flying by about eight aircraft. On 11 July, maintenance work was intensified at the field. A Yak-11 and two type-27 planes took off at 5:55 p.m. This was repeated at 6:55 p.m. 4 Yak-11s, 4 Li-2s and 36 type-27 and type-30 planes were

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counted at the field. Trucks [] were observed.

12. The following observations were made at the field between 18 and 27 June: 25X1
 18 June. At 7 a.m., flying by type-27 and type-30 jet bombers started at the field. The planes took off at intervals of about 10 minutes and remained in the air for about 10 minutes. Flying still continued after 11 a.m. []

[] type-27 jet bombers. A jet bomber took off about 9:35 p.m. and landed at 10:14 p.m. For landing, the plane approached three times in an east-west direction without touching the ground. The truck with a mounted searchlight moved from the east edge of the runway to a point about 500 meters north of the runway. From there it beamed its light almost across the middle of the runway. The jet bomber crossed the field at a small altitude from north to south in the direction of the beam of the searchlight. It then landed from west to east. Immediately afterwards, the searchlight was switched off. Both at 10:30 and 10:34 p.m., a white ground signal was fired. At 10:35 p.m., all lighting facilities at the airfield were extinguished.

19 June. Between 10 a.m. and noon, flying was practiced by type-27 and type-30 jet bombers. Local flights were made which lasted from 10 to 25 minutes. []

9:35 p.m., there was night flying by jet bombers, which made local flights for 10 to 20 minutes. Only during the landing of one plane, the runway was illuminated by a searchlight which was located east of the runway. After the landing, the searchlight was switched off. Take-offs were observed being made at:

9:15 p.m.	10:50 p.m.	11:30 p.m.	0:06 a.m.	0:38 a.m.
9:40 "	11:02 "	11:32 "	0:12 "	0:51 "
9:53 "	11:05 "	11:35 "	0:14 "	1:09 "
10:04 "	11:16 "	11:37 "	0:22 "	1:25 "
10:11 "	11:20 "	11:50 "	0:31 "	1:27 "
10:22 "	11:27 "	11:55 "	0:34 "	1:36 "
10:41 "	11:29 "			

20 June. Four jet bombers took off between 5 and 5:15 p.m. Their landings were not observed up to 6:45 p.m.

21 June. Between 5 and 9 a.m., jet bombers practiced flying individually and in flights. Between 11 a.m. and noon, about ten individual flights were observed being made by jet bombers []

22 and 23 June. There was no flying.

24 June. Night flying by jet bombers was practiced from 9:45 p.m. to about 1:30 a.m. on the next morning. The following take-offs and landings by jet bombers were observed:

Take-offs		Landings	
9:45 p.m.	10:27 p.m.	9:55 p.m.	10:53 p.m.
9:47 "	10:28 "	10:00 "	10:54 "
9:50 "	10:40 "	10:17 "	11:01 "
9:52 "	10:46 "	10:20 "	11:03 "
10:07 "	10:51 "	10:22 "	11:04 "
10:09 "	10:58 "	10:30 "	11:08 "
10:23 "	11:07 "	10:32 "	11:19 "
10:25 "		10:37 "	

25 June. Type-27 and type-30 jet bombers made local flights between 7:10 a.m. and 4 p.m. with frequent intervals. []

26 June. There was no flying. About 3 p.m., about 100 soldiers were engaged in field training north of the runway.

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27 June. Individual flights were practiced by type-27 and type-30 planes between 7:50 and 11 p.m. [redacted] Local flights were made between 9:45 p.m. and 1:35 a.m.

13. About 20 June, 20 railroad cars loaded with trucks and trailers left the field.

14. At 7:30 p.m. on 27 June, eight trucks with coupled AA guns left the billeting area and moved toward the northern edge of the field. Each truck was occupied by 10 to 12 soldiers.

15. [redacted] 25X1

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16. Between 24 June and 1 July, 17 railroad tank cars with fuel, 212 flatcars with gravel and broken stones, and 6 boxcars with an unidentified load arrived at the field, while 3 boxcars left the field. (6)

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17. Between 24 June and 3 July, jet bombers practiced flying individually and in flight and squadron formations. [redacted]

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[redacted] 12 type-27 planes and [redacted] 3 type-30 planes. On 3 July, take-offs and landings were made by Li-2s [redacted] On 30 June, 40 type-27 and type-30 jet bombers were counted at the field. Eighteen 37-mm AA guns were observed in the emplacements.

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18. The following air activity was observed at the field between 7 and 12 July: 7 July. The field was observed between 12:30 and 5:30 p.m. A twin-engine transport took off at 2:10 p.m. and a jet bomber landed at the field at 5:30 p.m. 8 July. Flying was practiced between 5:30 a.m. and 5:20 p.m. [redacted]

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[redacted] The aircraft practiced taking off, landing and formation flying. Night flying started at 9:30 p.m. [redacted]

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Comments. (1) The observations of air activity confirm [redacted] previous statements [redacted]

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(3) According to a previously forwarded original plan, a terrain of 98,577.5 square meters is to be concreted on the northern taxiway and the dispersal areas. [redacted] It is expected that work on the taxiway is nearing completion.

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Construction work at the field is to be completed by 15 August 1952. []

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- 25X1 (4) For sketch of splinterproof revetment, see Annex. The statements on the revetment are confirmed [] such [] 25X1
 revetments are to be constructed at each hardstand at Verneuchen, Brand and Welzow airfields. [] the revetments were originally planned to consist of wooden facings, 1 meter apart and filled with 25X1
 earth. Since an excessive amount of timber was required for this type of construction at Brand airfield, the Soviet construction staff in [] ordered a prototype to be built of concrete in Brand. Therefore, it is possible that all the revetments will be built of concrete contrary to the sketch transmitted. The splinterproof revetments are large enough for the type-27 jet bombers 25X1
 stationed at Verneuchen airfield. Noteworthy is the statement that they are not large enough for TU-16s.

- (5) [] 25X1
 Since the AAA unit at the field is directly assigned to an AAA unit at Brandenburg which is directly subordinate to the GOFU, [] 25X1

25X1

- (6) Noteworthy is the continuous arrival of gravel which may indicate that construction work is to be intensified. [] 25X1

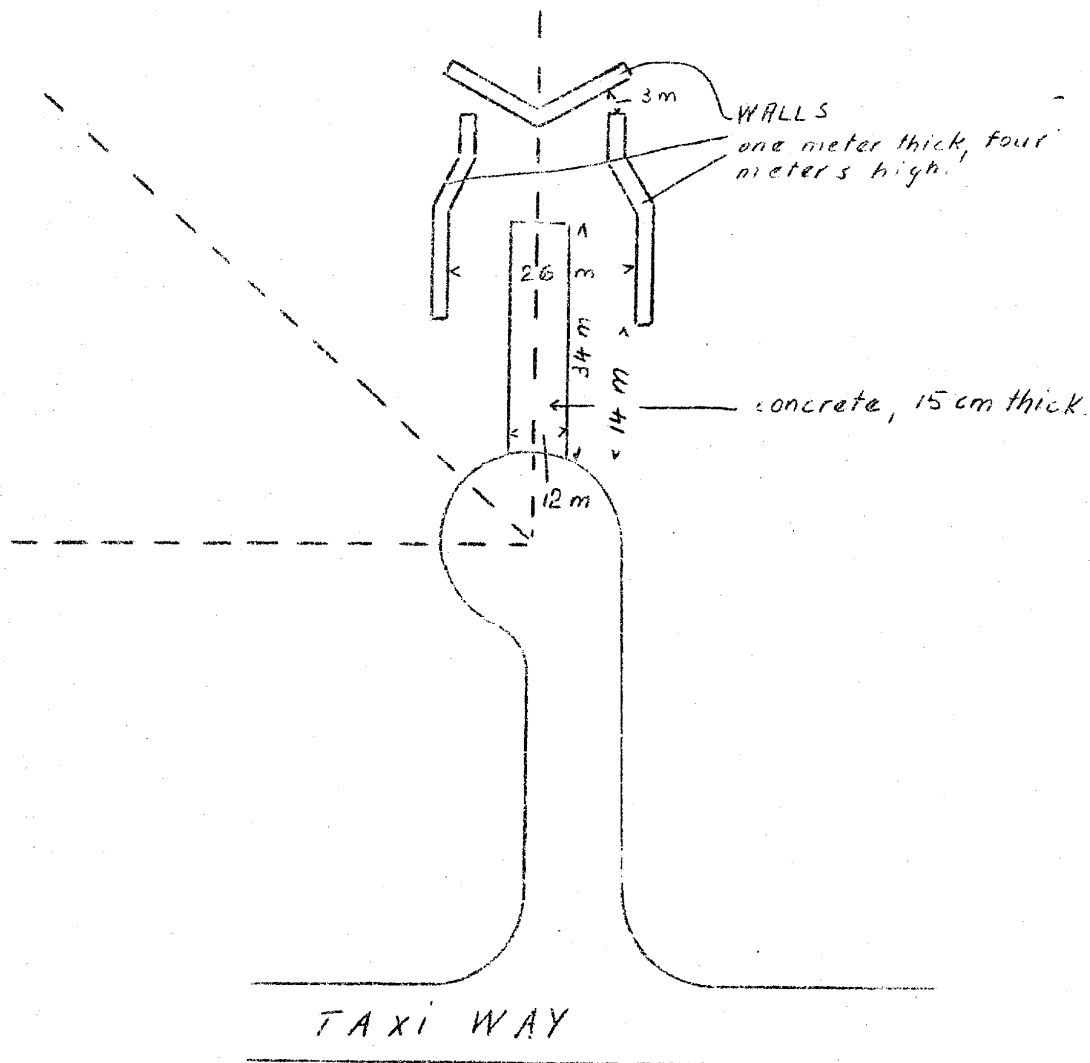
- (7) []

25X1 [] Noteworthy is the intensive night flying activity which, on some days, was continued on the next day without interruption. The jet bombers, which had increased to 50 or 52 in early June 1952, were reduced to about 40. [] 25X1
 25X1 [] The present location of the 10 to 12 planes has not been determined. It is possible that the aircraft were turned over to the Southern Bmr Div for intensive retraining on jet bombers there.

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Splinterproof Aircraft Revetment at Werncuchen Airfield

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DASHED LINES INDICATE THE THREE POSSIBLE DIRECTIONS
OF AXIS OF REVETMENT

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